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PORT OF LONG BEACH

Harbor Highlights

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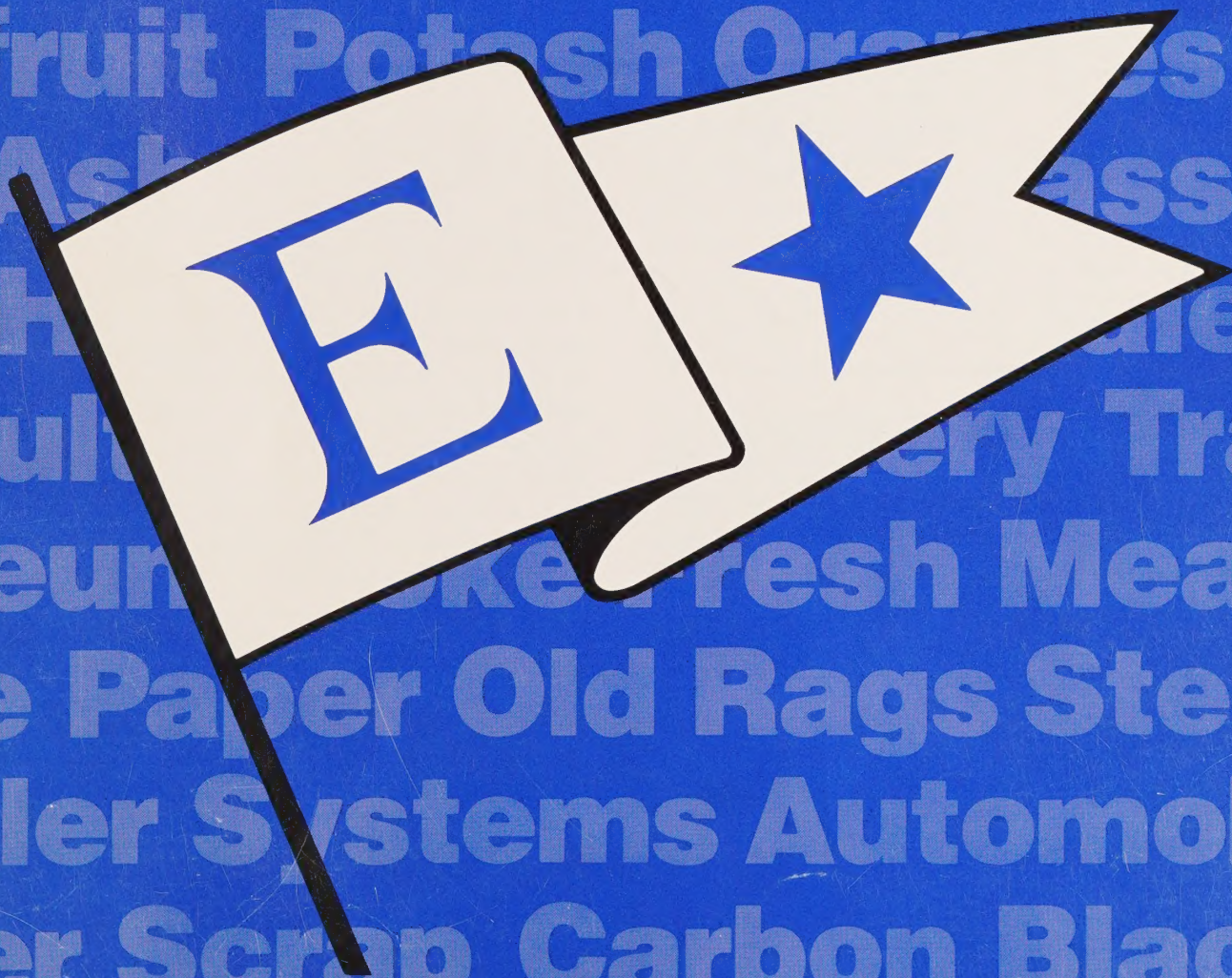
JUN 15 1979

UNIVERSITY OF CALIFORNIA
VOL. 3, NO. 1, SPRING, 1979

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Richard L. Landes Deputy City Attorney
Einar C. Petersen Deputy City Attorney

FEATURES

- New California United Terminal
- Port's Master Plan Certified
- Harbor Ship Supply
- E-Star Award
- China Trip



Louise M. DuVall

The Port of Long Beach has scored another first . . . one that is being widely applauded by civic and service groups throughout the City.

On February 20, Louise M. DuVall was officially sworn into the Long Beach Board of Harbor Commissioners—the first woman to sit on the prestigious governing board since it was formed 54 years ago. Commissioner Reed Williams recently resigned from the Board due to the demands of his profession.

Ms. DuVall is eminently qualified for the position. Widely recognized for her expertise in corporate and real estate law, she is also well known throughout the community as a “first lady” in several civic and political arenas.

She was the first woman to be elected to the Chamber of Commerce Board of Directors. She was also the first to be named an officer of the Chamber.

During her tenure as president of the Long Beach Bar Association, Ms. DuVall reaffirmed her reputation as a lady who listens first, then quietly organizes and moves. Her ability to effectively delegate and administer won for her an appointment two years ago to Mayor Tom Clark's Committee on the Blight of Obscenity Committee.

Apart from these impressive professional qualifications, the new Commissioner brings to the Board a deep personal commitment to the City.

An unflagging faith in the future of Long Beach makes Ms. DuVall one of the community's most dedicated—and determined—boosters.



JUN 4 1979

UNIVERSITY OF CALIFORNIA

NEW CALIFORNIA UNITED TERMINAL WELCOMES FIRST SHIPS



The conversion of Pier C—from outmoded breakbulk-transit shed status to a modern multi-purpose container, Roll-On/Roll-Off and general cargo facility for California United Terminals—is in its final stages of construction and all facilities are fast becoming fully operational.

Two new 40-ton Paceco mach portainer gantry cranes are now in operation, the Ro-Ro ramp at Berth 24 is handling regular calls by Pacific Australia Direct Line vessels, and other shiplines new to Long Beach are being added as California United Terminal tenants on virtually a weekly basis.

PORT'S BIGGEST CONVERSION

Undoubtedly the largest-scale conversion project in the Port's history, California United Terminals' new omni-terminal didn't just happen. And despite constantly changing cargo-handling requirements and the complexity of today's permit processes, the new facility is destined to prove one of the most carefully planned and equipped facilities on the West Coast.

In order to achieve this transformation, the wharf had to be reinforced to accommodate crane rails and a power trench along the west side of Pier C. All railroad tracks were removed and relaid, a huge clear-span transit shed came down, two new Ro-Ro ramps were created, reefer hookups installed, high level lighting provided, gates and security fencing erected and paint striping completed to facilitate orderly handling of all types of cargo.

RELOCATIONS, REPAIRING AND ROOM FOR CONTAINERS

Water lines and other utilities (including drainage and sewage) were relocated and extensive grading was followed by repaving of 100 acres of wharf, back up area and container yard. Concrete runways were

also furnished for Transtainers to move the containers about the yard for stacking and storage.

California United Terminals operates Piers B and C, including Berths 12 and 13, 17 through 22, and 24 through 27. Ro-Ro facilities are provided at Berths 24 and 27 on Pier C and at Berth 17 on adjacent Pier B.

PAD LINE CALLS

The first shipline to inaugurate regular service at Pier C was Pacific Australia Direct Line, which berthed the Swedish flag Ro-Ro vessel Paralla in January. This was followed in succession by the British flag Dilkara, the Australian flag Allunga and the new Lillooet, the German flag entrant to this Ro-Ro trade. General Steamship is PAD's West Coast agent.

Another new service to Long Beach is Pacific Islands Transport Line, which made its maiden call in February. Represented by General Steamship, the line calls at South Pacific destinations.

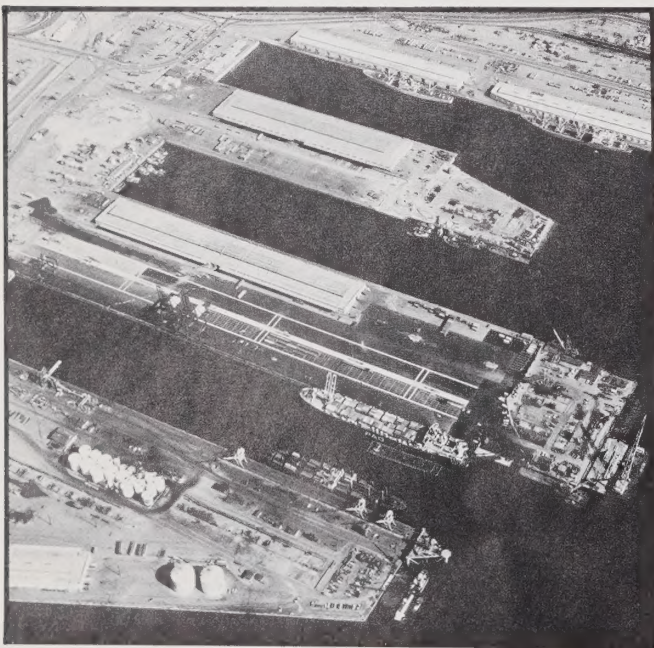
MAIDEN VOYAGE

Scindia Line, a long-time breakbulk tenant at Pier C before and during conversion, joined the festivities with maiden arrival of the multi-purpose MV Jalatapi. General Steamship is also agent for this Indian-flag line.

Italian Line, represented by Trans-American Steamship Agency, docked its first vessel at Cal United in mid-February. The line is now phasing out its three breakbulk ships and replacing them with new omni-ships.

Newest to join the switch to Cal United on Piers B and C is Canadian Westfal-Larsen Line, represented by General Steamship. Until recent years the line traditionally called at Long Beach and now is back at the new facility with its three vessels in scheduled service to South America's east coast.

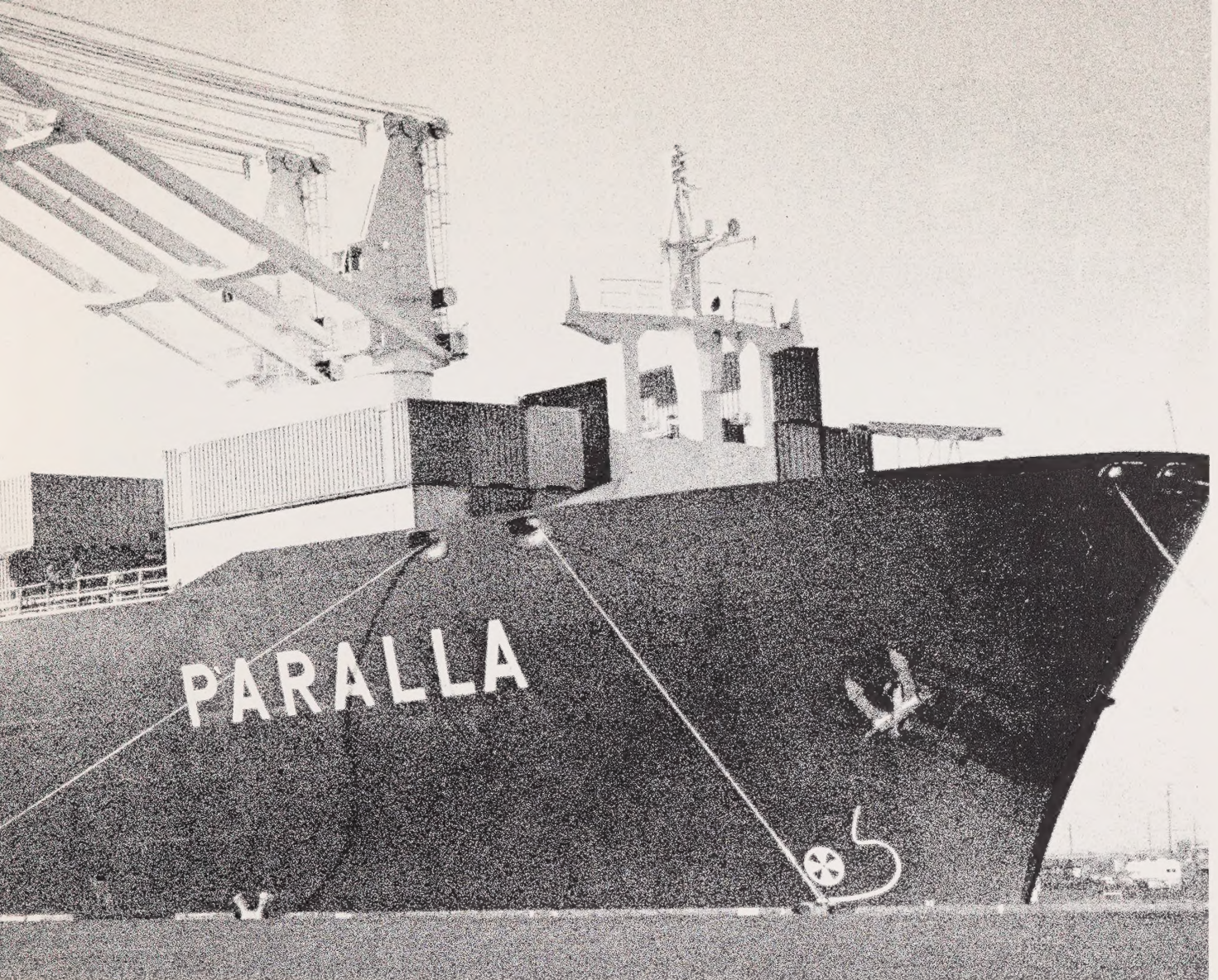
First PAD RO-RO SHIP Calls at New Long Beach Terminal



Pier C in center, with RO-RO ship Paralla at berth with fuel barge alongside. Pier B is directly above. Each Pier has RO-RO ramps and clearspan transit sheds, plus container cranes.

Pacific Australia Direct (PAD) Line's Roll-On Roll-Off ship Paralla was the first new tenant vessel to call at the nearly-completed Pier B and C omniterminal operated by California United Terminal, Inc. PAD is being joined by several other shiplines at the new facility, which has been designed to efficiently handle containers, RO-RO and general cargo.





LYKES ENTERS PACIFIC SERVICE WITH EIGHT-SHIP FLEET

Lykes Bros. Steamship Co., Inc., of New Orleans has entered transpacific service with a fleet of eight vessels, including three Roll-On Roll-Off and five Pacer and Clipper class ships. First Lykes vessel to call at their new facility at California United Terminal on Piers B and C was the Ro-Ro ship Tyson Lykes which loaded cargo destined for the Far East ports of Yokohama, Kobe, Kaohsiung, Hong Kong, and Busan. First sailing to Southeast Asia is with the Pacer Class ship Ashley Lykes, departing in mid-March for Surabaya, Jakarta, Singapore, Manila, Hong Kong, Keelung, Kobe, Yokohama and Honolulu.

All of the eight vessels have container capability and can also transport heavy lifts, oversize

cargo, bulk, breakbulk and palletized freight. In addition, part of the fleet offers refrigerated space and deep tanks.

Although Lykes Bros. has been operating from Gulf ports in the Pacific and Far East since 1925, this is their maiden operation on the West Coast where they are headquartered in San Francisco.

The Ro-Ro ships Lipscomb Lykes, Tyson Lykes and Charles Lykes, provide a cargo capacity of 1,900,000 cubic feet with design speed of 23 knots. Each has 24 foot wire stern ramps through which containers and general cargo are rolled aboard. Deck cranes handle boxes and other cargo topside as well.



PORT'S MASTER PLAN RECEIVES CERTIFICATION



“This is the climate in which the Port of Long Beach finds itself . . . in an era of limits, of greater public awareness, greater public concern, of consumerism. All of these factors are taken into account as the Port of Long Beach plans for the future.”

James H. McJunkin, General Manager

After 24 months of planning and coordination with various public interest groups and governmental agencies, the Port of Long Beach Master Plan, all 400 pages of it, was approved by the California Coastal Commission on October 17, 1978. With the certification, the Port Master Plan becomes the first major coastal planning effort to be prepared and submitted by a local government or port in accordance with the requirements of the California Coastal Act of 1976.

A BLUEPRINT FOR PORTS

Since its approval, the Plan has come to be regarded as a blueprint for other local, state and national coastal planning interests. In particular, the Long Beach Port Master Plan is setting a precedent for the draft plans of the Ports of Los Angeles, Hueneme and San Diego currently being reviewed by the Coastal Commission.

. . . AND A FLEXIBLE FRAMEWORK

The Plan, prepared by the Harbor Department's Division of Commerce, contains a flexible framework for planned development in the Port over the next five years. The certification gives the Port the coastal development review and permit authority for all certified Port-related projects within the Harbor's jurisdiction. The Plan divides the Harbor into a series of planning districts with permitted land and water usage designed for maximum utilization of existing facilities, increased cargo handling efficiency, the promotion of multi-company use and the separation of potentially hazardous cargos from other Port operations.

CONDITIONS OF THE COMMISSION

In certifying the Master Plan, the Coastal Commission imposed the following conditions:

. . . All new or expanded facilities handling petroleum, petro-chemical or other similar cargoes will require individual review and approval by the Coastal Commission until such time as the Port prepares a Risk Management Plan.

. . . Any developments approved in the Master Plan which would effect crude oil recovery or processing operations must be reviewed by the Division of Oil and Gas and the State Lands Commission to insure no major impacts would be produced on existing petroleum operations.

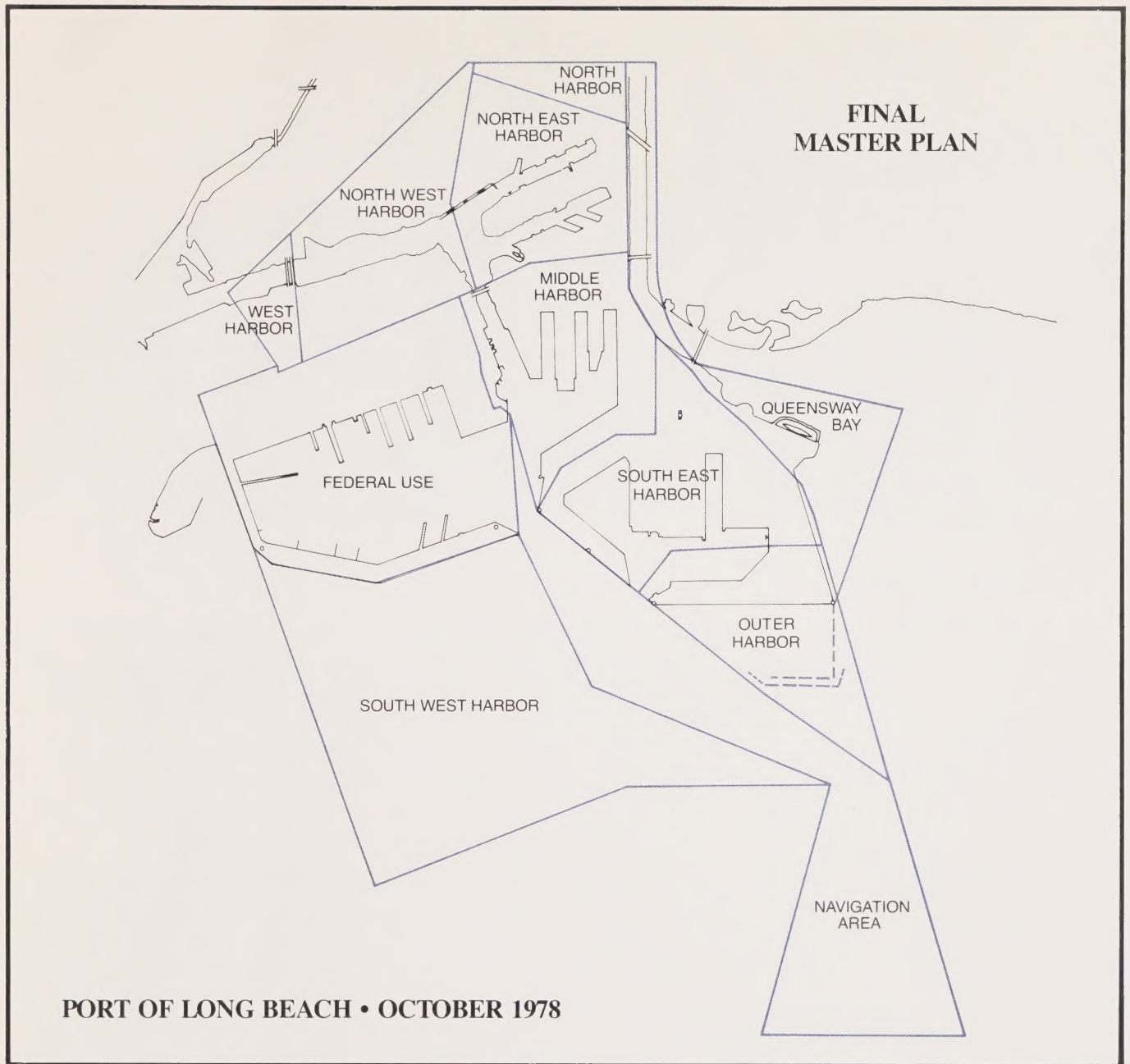
. . . The existing Plan or a revised plan must be submitted no later than five years for review and recertification by the Coastal Commission.

Additionally, the certification includes the requirement that the Port submit all development applications for projects not certified in the Plan directly to the State Coastal Commission, thereby removing the Port's obligation to the South Coast Regional Commission.

PUBLIC REVIEW

One unique aspect of the Plan is the combining of the California Environmental Quality Act and Coastal Act requirements into an integrated review and permit process. This allows a maximum opportunity for public participation in the review of future Port projects, while at the same time minimizing the time delay in the evaluation and approval or denial of individual projects.

Certification of the Master Plan represents an integrated permitting process generating an input of about \$5 billion into the local economy and about 3,000 construction jobs over the next five years.



QUEEN MARY JURISDICTION

An example of one of these projects that should bring about mutual benefits for both Harbor and City was the acquisition of the Queen Mary and surrounding acreage.

When the Port assumed administrative jurisdiction over the Queen Mary July 1, 1978, it was with the understanding that the City would ask the voters to approve the land and water transfer in last November's election.

However, of all the pre-election debates staged throughout the City, some of the most spirited verbal tugs-of-war were waged over Proposition W, the ballot issue that eventually did succeed in transferring those 245 acres of Pier J land and water to the Long Beach Harbor Department.

The acreage—involving 15 acres of land and 230 acres of water surrounding the Queen—is to be used exclusively for recreational purposes.

On the drawing board are plans for a 571-slip marina between the Queen Mary and the Queensway Hilton and a cruise passenger terminal to be constructed at the stern of the ship. Both facilities are expected to enhance the Queen Mary's potential as a prime Southern California tourist attraction.

In assuming financial responsibility for the Queen Mary, the Harbor Department has relieved the City taxpayers of a \$2 million annual loss in tideland funds. As soon as the Queen Mary starts operating in the black, the Port is committed to return up to \$15 million in Queen Mary profits to the City once its own investments in improvements are repaid.

E-STAR AWARD PRESENTED TO PORT OF LONG BEACH

"My congratulations to all of the men and women who have worked so hard for so many years to make Long Beach Harbor one of the finest in the world and worthy indeed of one of the nation's highest honors . . . the E-Star Award from our Department of Commerce.

"Trade is our nation's economic lifeblood. You are helping to keep that lifeblood healthy and running. Best wishes to each of you on this happy occasion."

**Telegram from
Alan Cranston
U.S. Senator from California**

Long Beach Harbor has become the first West Coast Port to receive the coveted Presidential E-Star for continued contributions to the Export Expansion Program of the United States. The Department of Commerce certificate and flag were officially presented to the Harbor Commission March 26, 1979, by J. Bruce Llewellyn, President of the Overseas Private Investment Corporation (OPIC).

The brief outdoor ceremony, held in Harbor Plaza, took place in front of the Port Administration Building before Harbor employees, governmental officials and invited guests.

"We are most honored to be presented this honor by the President of OPIC," Harbor Commission President Richard G. Wilson declared. "It is through greatly increased sale of United States products to overseas markets that the imbalance of payments can be reduced and the dollar strengthened."

In 1974, Long Beach became the first major Pacific Coast port to earn the E award for Export Service. The prized E-Star Award demands continued and expanded efforts by the recipients in encouraging and facilitating exports and is therefore considered more difficult to attain.

In earning the additional honor, the Port was cited for its outstanding efforts in assisting in the overseas marketing and movement of a number of major export commodities including chemicals, grain, citrus, cotton and machinery and parts. Long Beach has long been the West Coast leader in exports to overseas markets.

The afternoon flag-raising ceremonies preluded a day-long conference on Small Business Export and Investment at the Edgewater Hyatt in Long Beach under sponsorship of the Commerce Department, Small Business Administration, Export-Import Bank and OPIC. Llewellyn, serving as conference head, was the featured luncheon speaker.



Richard G. Wilson (left), Harbor Commission President and J. Bruce Llewellyn, President of Overseas Private Investment Corp.



Left, Eric Silberstein, Director of U.S. Department of Commerce in Southern California; Harbor General Manager James H. McJunkin; Harbor Commission President Richard G. Wilson; J. Bruce Llewellyn, President of Overseas Private Investment Corp., and Commissioners James H. Gray, Louise M. DuVall, E. John Hanna and H.E. Ridings, Jr.

CONGRESSIONAL PRAISE

The following excerpts were taken from texts entered into the **Congressional Record** during the month of March, 1979:

"For ten years, Port officials have understood America's need for increased exports to counteract the drain on the balance of payments and to strengthen the dollar. They have done a good job. Port employees have aggressively participated in overseas trade missions to personally ensure foreign trading companies a smooth flow of commodities from industry to cargo ships to foreign shores. And, the Port officials have maintained a good relationship with local industry by modernizing terminals to handle their products as efficiently as possible.

It makes me proud to be a United States Senator from the State which houses the Port of Long Beach."

Samuel I. Hayakawa
U.S. Senator from California

"I would like to take this opportunity to both honor and congratulate the Port of Long Beach for its extraordinary job in promoting export shipping.

The Port has a record of excellence unparalleled among West Coast ports in aggressively promoting export trade, and truly deserves the recognition it has received this week.

It has helped not only Southern California and Long Beach, but the nation."

Daniel Lungren
Congressman 34th District of California

"The Port of Long Beach has had a long-standing reputation of being a top rated international trade center. The economic activity it generates has done much to improve the livelihood of the residents in the entire South Bay area.

Now, the Port is receiving just recognition for boosting this Nation's export trade program. I join in congratulating the Port's commissioners, its general manager, and his staff for the fine work they are doing in this field. They are demonstrating how a well-run port can add to the health of the national economy while at the same time be of enormous benefit to a local community.

I congratulate the Port of Long Beach for a job well done."

Glenn M. Anderson
Congressman 32nd District of California

HARBOR SHIP

Combine a supermarket with a hardware store. Lay in more than \$8 million in domestic and deck supplies—from Swiss steak to sweatshirts, life boats to Lifebuoy soap. Hire a half-dozen butchers, salesmen who can speak—or at least understand—five languages, arrange for water taxi service and be prepared to fill orders that can run into thousands of dollars and can come in anytime during the day or night. A staggering concept, admittedly. Still that is a fair description of Harbor Ship Supply, the second largest ship chandler in the United States. Located in San Pedro, this burgeoning sea store is well stocked and located to help serve the thousands of ships (more than 8,000 annually) that call at the Ports of Long Beach and Los Angeles, making this one of the busiest harbors in the world.

Obviously proud of the business empire his family has headed up since 1932, Don Crouthamel, head of marine sales for Harbor Ship Supply, says one way to comprehend what it takes to supply a steamship or an ocean liner is to regard the vessel for exactly what it is—a floating city. A ship at sea needs everything a city needs—medicine, fresh food, groceries, sundries, tools and toiletries—plus all kinds of specialized deck and engine supplies that keep such ships afloat and functioning.



UNIVERSAL MARINE

Supplying ocean-going vessels with food and stores is one thing. Getting all this merchandise moved from shore to shipboard is something else. Considering the hundred of tons of goods involved, this can take a bit of doing.

Doing just that is a waterfront operation called Universal Marine—a fast-moving organization that makes deliveries for a dozen big ship chandlers, including Harbor Ship Supply's multi-million dollar operation.

Universal Marine has nine water taxis, and it isn't unusual for all of them to be in simultaneous service. As many as 20 times a day, they call on ships riding at anchor in the harbor and as far away as San Clemente Island.

Plying these distances of three to 50 miles, the taxis do a yeoman's job of toting everything from laundry, mail and medicine to tailors, priests and notaries. Whatever is needed is what gets taxied . . . with Universal Marine ready to service, supply and send out anything it takes to keep the ships, and the men who operate them, going.

Far from being a lightweight job, Universal Marine frequently hauls engines and engine parts weighing several tons on crane barges that make light work of heavy loads. And when a ship requires emergency underwater repairs, the company's diving boats—and divers—stand ready to perform the specialized work.

SUPPLY

Not surprisingly, Harbor Ship Supply's inventory is overwhelming. Gargantuan stacks of toilet paper, tooth brushes and brooms are stockpiled next to solvent, soap and soup ladles big as shovels. Anything Harbor Ship Supply doesn't have, it can get—fast. Orders for major appliances—dishwashers, refrigerators and televisions sets—are routinely and rapidly filled on a buy-out basis.

Also a big demand is meat—literally tons of it. Cavernous freezers are amply stocked at all times with carcasses brought in from Los Angeles, Chicago and Kansas City. Six butchers stay busy full time cutting the meat into steaks, chops and roasts that are then packed into 50-pound cartons. Mohammed-killed mutton and poultry for Indian crews is kept in a separate freezer.

International foods are common fare at Harbor Ship Supply, where foreign sailors are regular customers. Rarely does an order come in for anything so exotic that it can't be filled out of the company's regular inventory.

In addition to vast supplies of canned and frozen foods, the demand for fresh fruits and vegetables is sufficient to keep a produce buyer hustling from 4 A.M. until well past 6 P.M. every day. Armed with shopping lists as long as his arm, the buyer is a regu-

lar at the Los Angeles wholesale produce market, where his purchases are picked up in truckloads.

Since its doors opened nearly 50 years ago, Harbor Ship Supply has been in a swivet of activity keeping abreast with the needs of the ships at sea. Still, over the years, certain changes have taken place. More diet conscious than their forerunners, crews today are using more skim and low-fat milk than ever before. Ditto yogurt, wheat germ and whole-grain cereals. More and more convenience foods are also finding their way afloat, with such entrees as chicken a la king and lobster Newberg making regular appearances in ships' messes. Sound like "high on the hog" eating? "You bet it is," agrees Don Crouthamel with obvious approval. "How these men eat really affects their morale. Take good care of them . . . and their tempers, attitudes and performance will reflect it. We've always contended that it really pays for a shipping line to see that their crews are well fed and happy during their time at sea. It pays off, it really does."

Happily for all hands concerned—for those who own as well as operate today's ships at sea—chandlers, like Harbor Ship Supply, are right there alongside, ever at the ready with all the good things this takes.

Not surprisingly, Don Budai, Universal Marine's president, says his people have their hands full meeting the needs of these visiting ships. "Again," he says, "it's just a question of comprehending all the things it takes to keep these ships in operation and then getting the goods and the services out there in the shortest possible time."

Ships that can cost up to \$35,000 per day to operate understandably run on watertight schedules, with "downtime" in harbors kept to a stringent minimum. Consequently, the "hurry up and hustle" philosophy that pervades Universal Marine makes this one of the busiest operations on the waterfront.



CHINA TRIP



If initial indications and personal observations prove accurate, trade between the United States and the Peoples Republic of China could be flourishing by this time next year.

That is the impression brought home by the four Long Beach Harbor officials who returned March 1st from their widely heralded 12-day tour of Peking, Shanghai and Canton.

The visit by invitation, the first to be made by American Port officials to the Chinese Mainland since the normalization of relations, included Harbor Commission President Richard G. Wilson, Commissioner James H. Gray, Port of Long Beach General Manager James H. McJunkin and Director of Trade Development Dean Petersen. Long Beach City Attorney Robert Parkin accompanied the Harbor representatives on the visit.

The invitation came before President Carter announced the restoration of diplomatic relations with China. The communication did not, however, come through diplomatic channels but directly from Peking, the capital city of the Peoples Republic of China.

By way of returning the favor, the Harbor representatives extended an invitation to the Chinese to undertake a trade show in the Long Beach Convention Center later this year.

Whether or not the Chinese will do so remains to be seen, but there seems no doubt in the minds of the Port officials that trade between the two countries can be substantially strengthened with such "hands across the water" gestures.

China needs technology and raw materials—cotton, grain and fertilizer. She needs these commodities in staggering quantities. As one American port authority summarized, China's need for western technology and goods "boggles the mind."

The most pervading demand is for everything and anything that can accomplish what the country needs most: ways and means for feeding and clothing her one-billion population. Accordingly, grain and cotton head the list of exports currently being shipped to the Peoples Republic. Luxury items and products of a strictly Western nature—cosmetics, button-down shirts and kitchen appliances—have zero priority.

By interesting contrast, the goods presently being exported from China run more to "cottage industry" products—ranging from artificial flowers, rattanware and antiques to feathers and fireworks.

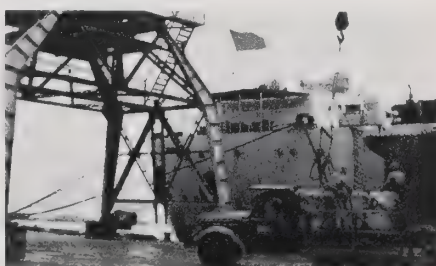
As China develops, economically and technologically, her export of natural resources and manufactured products is expected to grow apace. In the very near future an active trade is anticipated in copper, crude oil, iron ore and steel products. Further down-the-road development is slated for such high-demand commodities as electronics, machinery and transportation equipment.

Getting these resources developed is one thing; getting them transported is another. And here lies one of China's biggest challenges.

The United States—and Long Beach in particular—has something China needs and needs now: *cargo handling expertise.*



Director Wang of Shanghai Port Authority (right), and Richard G. Wilson



Port of Shanghai



Pang Chih-Ching (center), Director General of China National Foreign Trade Transportation Corporation with Commissioners Gray (left) and Wilson (right)

Commissioner Wilson said, "They have seen what we did in 15 years to become 'America's Most Modern Port.' And Long Beach has a variety of cargo-handling facilities—breakbulk, containerization, roll-on/roll-off, dry bulk and grain—which they are going to build."

From all indications, these are techniques that the Chinese expect to lose no time learning. And according to Gray, they hope to accomplish what the Port of Long Beach did in much shorter time.

Since their return to Long Beach, the contingent of visitors has been deluged with requests to speak before service, civic and community groups. And while the personal impressions brought back by the Port representatives vary somewhat, in general they have the same stories to tell . . . of how they were treated like visiting royalty and how differently the Chinese conduct business.

In an address to the Foreign Trade Association, McJunkin described the Chinese penchant for putting hospitality and relaxation before business. In contrast to the American tendency to launch in and get down to a brass-tack basis without preamble, the Chinese "talk shop" only after a leisurely interlude of tea and social pleasantries.

After that, the Chinese come on like the shrew businessmen they are. Scrupulously honest and totally ethical, they nevertheless retain an age-old repu-

tation for driving the hardest bargains around.

Although the visit to China appears to signal the beginning of a new and flourishing trade between the United States and China, dealings with the Peoples Republic of China are not new to the Port. A Chinese petroleum delegation and later a cotton textile industry mission toured the Port of Long Beach recently, and what they saw of the Harbor may well have helped promote the Peking invitation.

According to the Port officials, it is expected that a delegation of Chinese will be sent to Long Beach in a few months to study our cargo handling systems.

Meantime the Chinese are moving cargo in much the same manner as it was done during World War II. Containerized cargo-handling conducted here is presently out of the question for most Chinese ports.

"For quite a while to come, containers are going to have to be stuffed and unstuffed right at the waterfront," observed Wilson.

"They are not familiar with our methods of assessing tariff charges, preferential assignment or leases. These are just some of the reasons they will be sending a delegation to Long Beach—to learn more about such matters."

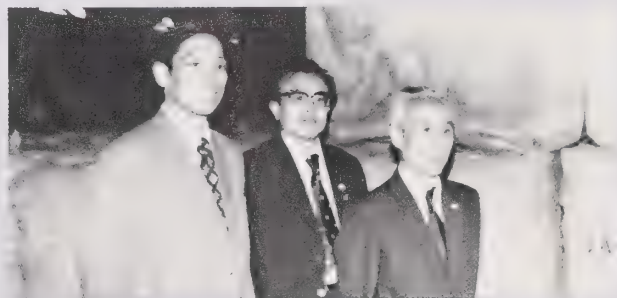
But according to Gray, the Chinese have done their homework well, and what they don't know about cargo handling, they propose to learn from American port experts—fast.

China Textile Delegation Tours Port

Cotton was the focus of attention when four members of a textile delegation from the Peoples Republic of China visited the Port recently to inspect cotton export handling procedures. The object: to devise ways to increase the purchases of U.S. cotton for export to China.



Visiting California United's new omni-terminal on Piers B and C were: Yao Chin Ching, Manager of the China National Textile Corporation in Peking; Chung Lun-Mao and Sun Te-Chuan, also from the Peking firm; David Hull, Executive Director of the Cotton Council International; Robert H. Kiley, District Manager of Kerr Steamship Co.; and Huang Tsien-Mo, Liaison for the Peoples Republic of China.



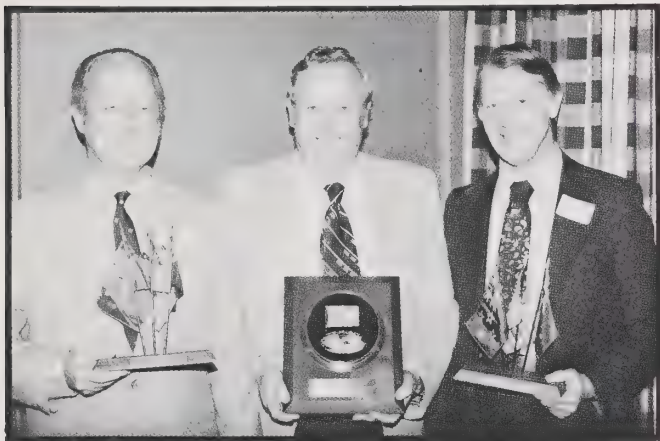
(left to right) Chung Lun-Mao, Sun Te-Chuan, and Yao Chin Ching, the leader of the delegation

PACIFIC AUSTRALIA CALLS

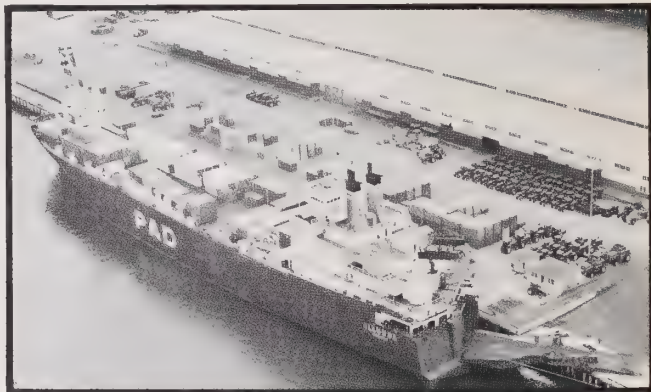
Maiden call of Pacific Australia Direct Line's Roll On/Roll Off ship Allunga at the new California United Terminal in the Port of Long Beach called for a special welcome ceremony by Port officials, including Harbor Commission President Richard G. Wilson, center, shown holding a porthole plaque which he in turn presented to Captain Nils Ingemansson, right, Operations Manager for PAD Line on the West Coast. Captain Barry Powis, Master of the Allunga,

left, holds U.S., New Zealand and Australian flags.

PAD will soon add a fourth RO/RO ship to the Pacific Coast-Australia/New Zealand service. The new CUT facility offers three RO/RO ramps, two 40-ton container cranes and 100 acres of paved wharfside cargo storage, including adequate shipside parking for typical Roll-On cargo such as earth movers, tractors, harvesters, helicopters and heavy machinery.



(left to right) Captain Barry Powis; Richard G. Wilson, and Captain Nils Ingemansson.



PORT STATISTICS

Latest figures just released by the Corps of Engineers lists the Port of Long Beach in first place among all United States West Coast harbors in total foreign tonnage, with 22,532,914 tons handled during 1977, the latest figure provided by the nation's 30 leading tonnage ports.

With an additional 10,452,510 tons of domestic trade added, Long Beach posted a total of 32,985,424 tons of cargo moving across its wharves during the same 12-month period, again to lead all West Coast ports in combined tonnage figures.

Long Beach has been both the general cargo and foreign trade leader along the Pacific Coast for many years. With 15 container cranes, three Roll-On/Roll-Off ramps, three whirley cranes, two bulkloaders, a grain terminal, plus a variety of specialized steel, plywood, gypsum, salt, banana, citrus, breakbulk, dry bulk and petroleum facilities, Long Beach remains a leader in providing customized intermodal know-how to the shipping industry.

HANJIN CONTAINER LINE

Officials of Hanjin Container Lines, Ltd. met with Port of Long Beach management recently to mark official start of regular service from the West Coast to Yokohama, Kobe, Inchon and Busan utilizing three new Korean-flag containerships with a two week frequency. Pictured at the Port's porthole plaque presentation are, from left, J.D. Woodson, Hanjin General Manager for North America, Hanjin President Y.K. Kim who flew in from Korea, Harbor Commission President Richard G. Wilson, and E.T. Choi, North

American Director for Hanjin.

In second photo, Hanjin President Kim went aboard the containership Hanjin Seoul on its maiden call at the Sea-Land Terminal in Long Beach to present a mode of an ancient Korean Man of war to the Port of Long Beach. Seen from left are Harbor Trade Development official Steven P. Resnick, Captain S.Y. Lee of the Econ-class 18,000 ton, 20 knot, 1150 TEU capacity vessel, Hanjin President Kim and North American Director Choi.



EXPORT SEMINAR

"Everything you ever wanted to know about exporting but were afraid to ask" was the theme of a free two-day symposium that attracted more than 600 present and prospective exporters to the Queen Mary during National Ports Week, September 20 and 21. The meeting, chaired by Assistant Director of Trade Steve Resnick, was designed to showcase the expertise of steamship company representatives, manufacturers, government officials and foreign freight forwarders. The two-day event was hosted by members of the Port's Trade Development Division in cooperation with the U.S. Department of Commerce.

While the seminar's major thrust was to introduce inexperienced exporters to the ins and outs of the export industry, the program contained considerable in-depth information for individuals already actively engaged in the industry. Workshops dealing with everything from customs regulations, finance and insurance to panels on transportation and marketing highlighted the agenda.

Set up specifically to reach individuals within the Port's primary eight-county market area, the meeting succeeded in getting the attention of top level export agencies across the country. Officials in Washington, in particular, have expressed special interest in the

format and content of the seminar, which was one of the most comprehensive ever offered the public.

Lauded by the Department of Commerce as a valuable means for helping alleviate the country's serious imbalance of payments, last September's seminar has been recommended as a model for similar seminars to be given by other major ports throughout the nation.



(left to right) Steven Resnick, Assistant Director of Trade Development; Albert G. Bergessen, Commissioner of U.S. Customs Service; Oliver Henry, Area Manager for U.S. Department of Commerce, MARAD; Bunichiro Tanabe, President of Mitsubishi; Jerry C. Hill (keynote speaker), Department Assistant Secretary for Marketing Services, U.S. Department of Agriculture.

SHIPPERS NEWS

A Port briefing and Harbor cruise were part of a day-long program of Long Beach Harbor indoctrination given to **Col. Gwynn A. Teague** of the Corps of Engineers when the officer visited Long Beach recently. Following a luncheon in his honor aboard the *Queen Mary*, Col. Teague was given an aerial view of the Port by Chief Harbor Engineer **Cort Johnson**.



Another visitor to the Port was **R.S. Hsu**, Director of the **Orient Overseas Container Line**. During his tour, he met with Harbor officials and inspected OOCL's facilities at the ITS container terminal. A large color photograph of one of the Orient Overseas Container ships, the *Hongkong Container*, was presented to Mr. Hsu by **James McJunkin**, General Manager of the Port.



When **MS Tosca**, one of the three largest automobile carriers in the world made her maiden voyage at the Port of Long Beach, an avalanche of Volvos, BMW's and Mercedes-Benz—totalling 5,850 cars—rumbled out of the ship's hold. Recently completed in Japan for Wallenius Lines, the 12,005 DWT vessel has 13 decks and a speed of 21 knots.

MV La Fayette



With the Italian Line slated to start operating at the new **California United Terminal** on Pier C, a trio of officials from the shipline's Genoa headquarters made a recent inspection tour of the facility. In the group were CUT General Manager **Charles Doan**; **John McNulty** of Trans-America Steamship Agency; **Dr. Luciano Giorgini**, owner's representative; CUT President **Charles B. Ballard**; Italian Line Traffic Manager **Elio Morando**; Deputy Commercial Director **Dr. Emanuele Drago**; TASA President **Joseph W. Honan**; Italian Line Operations Manager **Capt. Armando Guidetti**; and TASA's **Don Davidson**. New multi-purpose vessels scheduled to be introduced in the Italian Line service include the *D'Albertis*, *DaMosto* and *Pancaldo*.



Maiden voyage ceremonies welcomed **GMC's** French flag **MV La Fayette**, the first of six new container ships slated to enter Euro-Pacific service during the coming year. Named for the young French nobleman who aided George Washington during the American revolution, the new vessel has a capacity of 1,398 TEUs and will be joined by five similar 20.5 knot vessels. On hand for the maiden voyage ceremonies were: **Captain Hartmut H. Menzel** and **Jacques Carbonnet**, Euro-Pacific Operation Center, San Francisco; **Captain Paul Rogeret** of the *La Fayette*; and **Horst J. Scholz**, Operations Manager for Balfour-Dalgety Marine, Inc.

PORTSIDE

TEE SHIRT SHOWOFFS

When General Director **James H. McJunkin** came to work last Halloween he little suspected the "treat" he had in store. Inside the Port Administration Building virtually every female member of the Harbor staff was wearing look-alike yellow tee shirts . . . every one emblazoned with an Honorary Port Skipper decal. The one-day just-for-the-fun-of-it hijinx inspired considerable amusement among Port males who had to agree: never before have so many women willingly turned up in the very same place wearing the very same thing as the next . . . and the next . . . and the next.

BYE BYE BERNIE

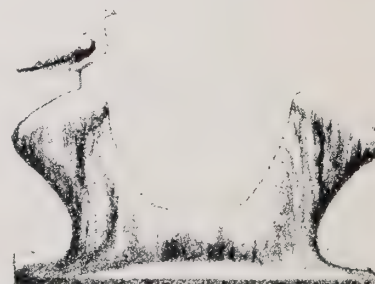
"Bye Bye Bernie" was the theme of a farewell luncheon honoring **Bernie Kepka**, recently retired Manager of the Port Branch of the Bank of America. The January 23 aloha affair hosted by the Port of Long Beach aboard the *Queen Mary* was a surprise for Ms. Kepka whose retirement date predated the going-away party.

SOFTBALL LEAGUE

After a very rainy start, these stalwart sluggers in the Harbor Softball League finally wound up this year's play—damp but undaunted.

The winners: Pacific Container Terminals, first. Long Beach City Hall, second. Queen Mary Tours, third.

A celebration in honor of the winners and the also-rans is in the planning stages, according to **Mike Powers** of the Port's Trade Development Division.



WATER HIGHLIGHTS

Christmas 1978 sparked plenty all through the Port of Long Beach, thanks to the industrious and inventive use of lights and decorations by Harbor tenants.

Highlight of this year's waterfront extravaganza was a judging of displays by a committee of Port Ambassadors who were hard-put to separate the winners from the also-rans. Although there was close competition in all categories, the following first-place winners were finally determined: Thums, Best Overall Ef-

fects; Sea-Land, Best Christmas Theme; ITS, Most Creative Use of Lights; Champlin Petroleum, Koppel Inc. and the Queen Mary, Special Merit Awards.

Pictured at presentation ceremonies are winners in the annual Port of Long Beach Harbor Lights Christmas decorating judging by the Port Ambassadors. From left are C.M. Cissel of Champlin Petroleum, Special Merit Award; Lyle Murtland, Thums Long Beach, Best Overall Effects winners; Debbie Shey, Sea-Land

Public Affairs Manager; Long Beach Port Ambassador Chairman George McKeehan; Administration Manager V. F. Biringer of Sea-Land, Best Christmas Theme; Thomas L. Wilkinson, Director of Administration for International Transportation Services, Most Creative Use of Lights winner; and James P. McGreevy, General Manager of the Queensway Hilton, Special Merit award. Koppel Inc. and the Queen Mary were also Special Merit award recipients.



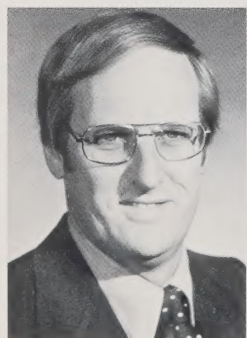
APPOINTMENTS, RETIREMENTS, AND SERVICE

NEW APPOINTMENTS

In recent months, Port expansion and several vacancies in administrative staff positions have resulted in three new appointments and have aided in the creation of a new job title, that of Assistant Director of Trade Development.



Steven Paul Resnick, promoted last January from Traffic Manager to the position of Assistant Director of Trade Development, has been a member of the Port staff since 1975. His initial appointment as Harbor Trade Representative was preceded by executive and managerial positions at Pasha Industries/MSI and Seastrain Lines. Resnick holds a B.A. in political science and international relations and is currently pursuing a Masters' Degree in Asian Studies.



Paul E. Brown has been named Comptroller of the Port following the recent retirement of Robert H. Johnson. Before his appointment,

Brown served briefly as Executive Assistant-Administration following 7½ years as a member of the Harbor Department Accounting Division. A Certified Public Accountant, he has served in audit and personnel positions at Price Waterhouse and Co. and the U.S. Navy.



Travis A. Montgomery, following the retirement of Francis J. Pard, has been named the new Executive Secretary of the Board. Prior to the appointment, Montgomery served as staff consultant in the United Way, Inc., and as president of the Los Altos Management Co. His numerous affiliations with public and community relations include the Long Beach Chamber of Commerce and Planning Commission.



Leland R. Hill has assumed the position of Director of the newly-renamed Environmental Management Division following the resignation of his supervisor, Dr. Donald B. Bright. An environmental specialist holding a Masters' Degree, Hill was affiliated with the Port of Los Angeles until 1977 and has worked extensively with environmental agencies including the California Coastal Commission and Environmental Protection Agency.

RETIREMENTS

Looking behind the scenes of any thriving, progressive industry one always finds a long line of dedicated professionals who are involved with their work and truly care about the future of their industry. The Port of Long Beach is just such an enterprise, its development being a product of the encouraging voice of experience from within and the external challenge of young new ideas. It is the merging of these two forces that shapes future directions . . . and that maintains the delicate balance between goals of service and success. Four men who together have served the Harbor well towards those goals are to be recognized for their valuable contributions spanning a total of more than 57 years—



Francis J. Pard, Executive Secretary to the Board retired January, 1979, after having served the Port of Long Beach 22½ years. His final administrative position was begun in September of 1967.



Robert H. Johnson, Comptroller, announced his retirement in January of this year also. He leaves behind nearly 24 years of Harbor service, having risen through the ranks of staff

accountant, auditor & assistant comptroller to his last position of 8 years.



David A. Elder, Executive Assistant-Special Projects since 1973, moves on to a new career in politics. He resigned last December after a successful election to the State Assembly, 57th District, after over 9½ years with the Port.



Dr. Donald B. Bright, Director of Commerce for 1½ years, has resigned from his position to pursue private business interests. He was previously employed under contract to the Port before accepting his administrative position in 1978.

In addition, we wish to recognize other members of the staff who have contributed many long hours of work and support to the Port of Long Beach.

The following employees retired between July 1, 1978 and February 28, 1979:

Robert Culbertson
Robert W. Ellis
Francis E. Ness
Max Shaffer

SERVICE

Service Pins presented between July 1, 1978 and February 28, 1979:

40 Years

Harry A. Lown

35 Years

Carl Ralston

30 Years

Sylvia Burnett
Fount Clark
Dale Schmidt
Max Shaffer
Leon Smith
Argusta Todd

25 Years

Raymond Cadden
James Doherty
Lloyd Hansen
Shelton L. Wilson, Jr.

15 Years

Roger Bredenkamp
Tony Cooper
James McJunkin
James McNab

10 Years

Milan Dilley
Dave Elder
Isaac Fowler
Lynette Hernandez
Larry Nye
Wilma Powell
James Walker



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